INSTRUCTION TO SERVICE

ITS61267	02/14/2025
SECTION:	400 - Structure
SUBJECT:	R&R with new (4 place mtg cast) K-member.
ISSUE:	Found cracks on gussets and welds on K-members.
SUMMARY:	R&R with new cast k-member.

ITS61267

Ref. NHTSA Recall No.	Ref. Transport Canada Recall No.
Not Applicable	Not Applicable

THIS ITS DOCUMENT SHOULD BE RETAINED AND REFERRED TO FOR FUTURE MAINTENANCE UNTIL THE NEW FLYER PARTS AND/OR SERVICE MANUAL IS UPDATED TO REFLECT WORK DONE AS A RESULT OF THIS DOCUMENT. ENSURE THAT THIS DOCUMENT IS AVAILABLE FOR PARTS AND MAINTENANCE STAFF GOING FORWARD.

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PROCEDURE:

1. Set park brake and chock wheels.
2. Turn the main battery disconnect switch to the “OFF” position.
3. Raise coach in accordance with the New Flyer Service Manual.
4. Support the front, center, and rear of the coach with jack stands at the jacking pad locations (8 places). There should be no weight on the wheels of the bus. **See Figure 1**.

☞ **NOTE: Please leave the wheel lifts in place with no weight on them for safety reasons.**

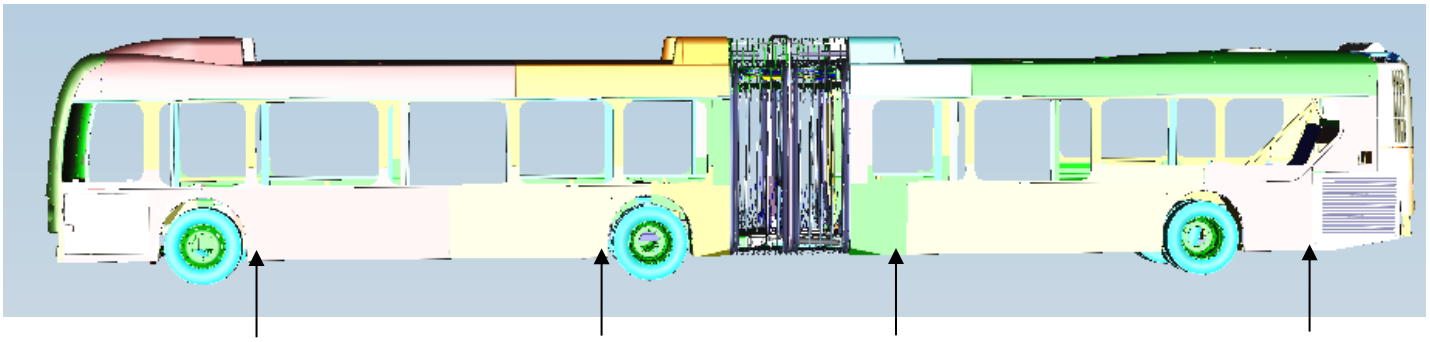


FIGURE 1: JACK STAND LOCATIONS (60 FOOT)

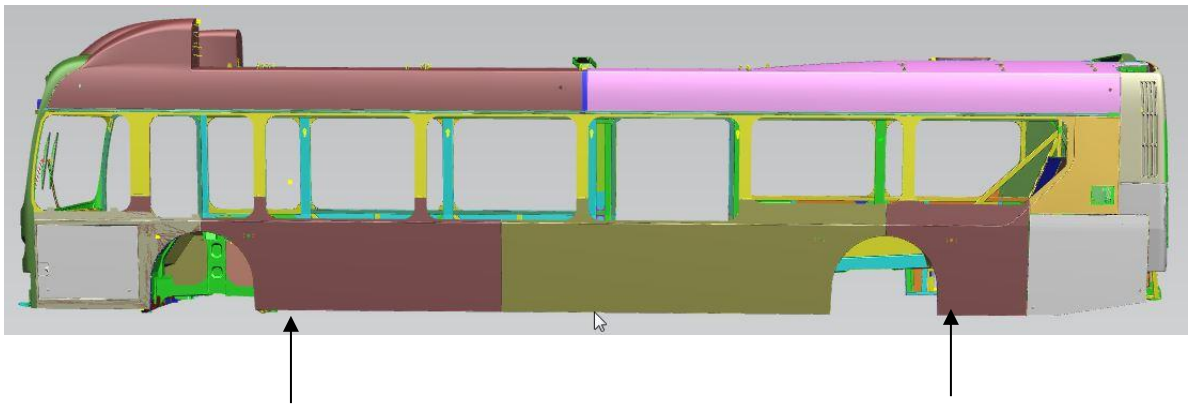
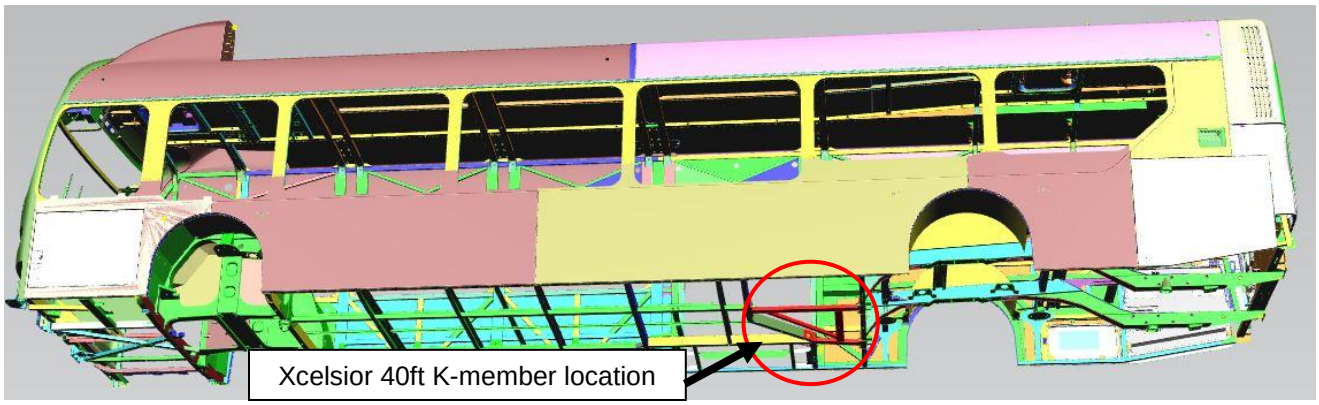
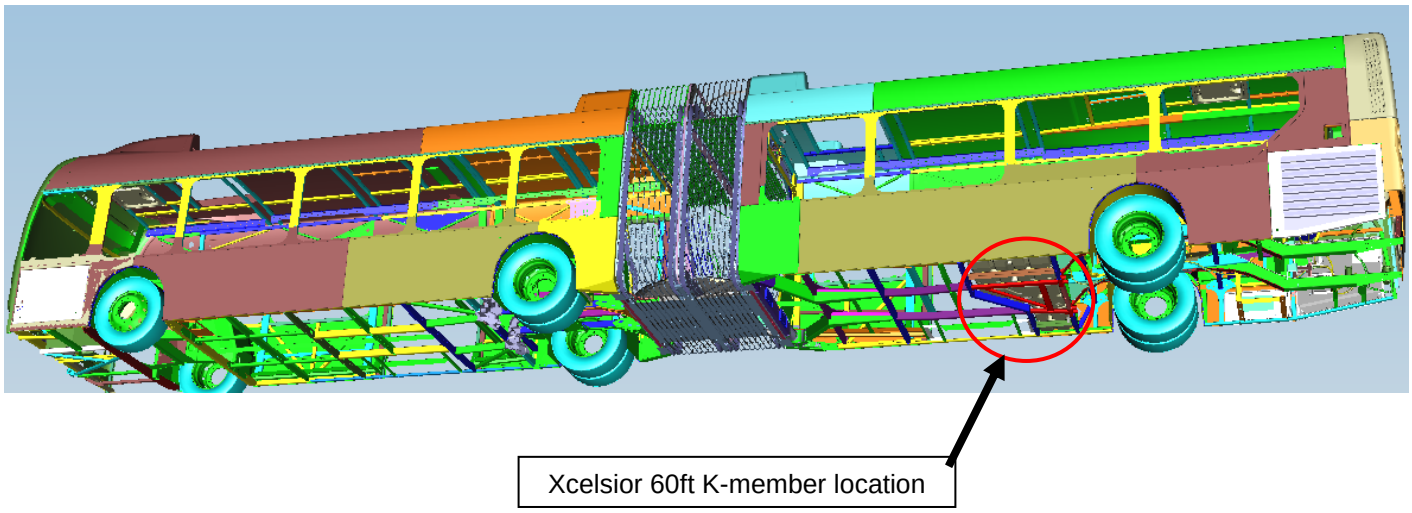


FIGURE 1A: JACK STAND LOCATIONS (40 FOOT)

5. Locate the area around the K-Member forward of the rear axle. **See Figure 2**.





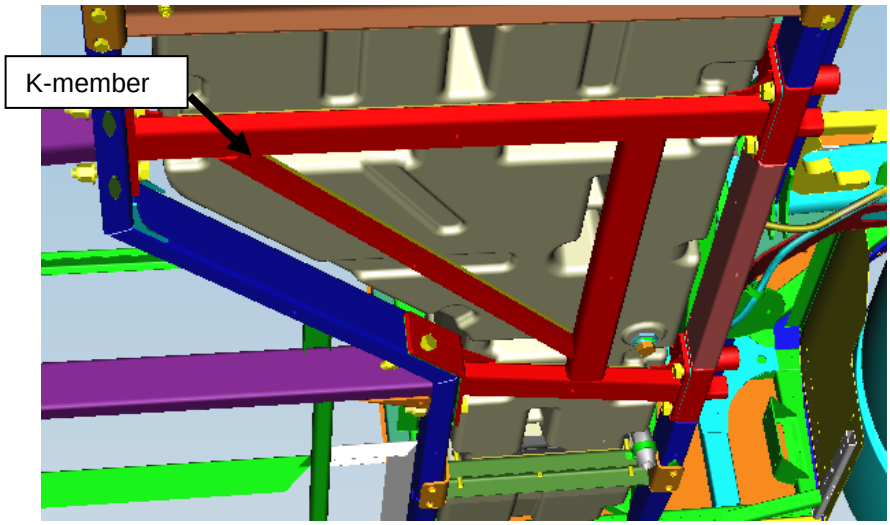


FIGURE 2: LOCATION OF K-MEMBER WITH FUEL TANK

REMOVE K-MEMBER TO REPLACE WITH NEW CAST K-MEMBER

6. Using jack stands or equivalent, support the K-Member from falling before the hardware has been removed. Remove and discard the hardware. For steps 6 - 14, refer to **Appendix A & B**. **See Figure 3**.

FIGURE 3: JACK STANDS SUPPORTING K-MEMBER

7. Loosen all the existing K-Member mounting hardware. Check to determine if sealant was used to seal the fuel tank to the K-Member. If the K-Member is sealed to the fuel tank, carefully cut the sealing bead, and remove it. Use a pry bar to loosen the existing K-Member on the coach. Reference arrows below showing area, see **Figure 4**.

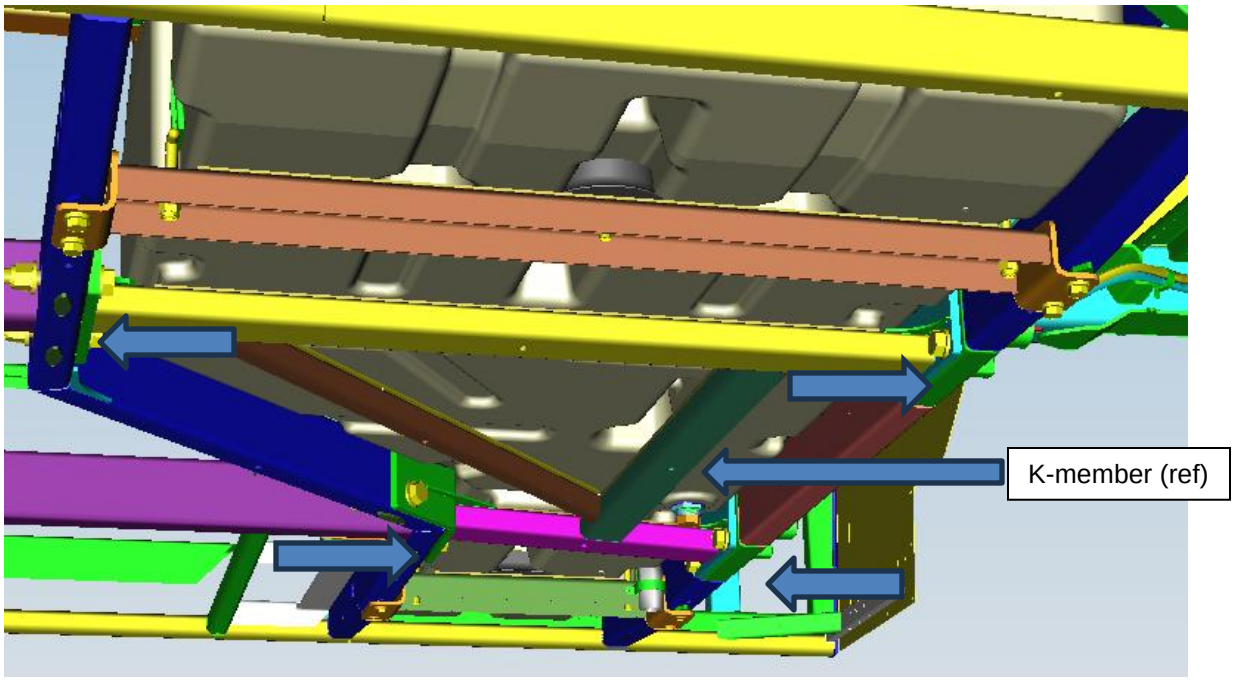


FIGURE 4: AREAS TO CHECK TO DE-BOND TO ALLOW REMOVAL OF K-MEMBER

8. Remove and discard all the existing hardware; remove the K-Member from the bus. Two people are required for this step.

RE-INSTALL NEW CAST K-MEMBER ON THE BUS

Installation & removal of K-member

1. First align the corner of the K-member mounting pad and the center chassis structure. Then install the hardware to locations 1 thru 4, hand tighten nuts.
2. Tap the K-member into position over to the curbside of the coach using a rubber mallet to align the angle on the K-member to the angle on the structure. Ensure no gaps remain between bolting surface of K-member and corner of structure.
3. Install rear chassis shims (PN: 520803, qty.2 per side) and torque center chassis hardware to 100-200 FT-LB dry using pressure regulated impact gun.

9. If the neoprene strips are damaged or not useable, new strips will need to be installed on top of the K-member. Install by applying the neoprene strip with PSA backing facing down to adhere and line up with the holes on the K-member. Align so that the plastic pine-tree clips **(PN: 265353)** can be pushed through the holes in the rubber and the structure. Repeat for the installation of other strips. These are the neoprene strips **(PN: 433355, 433252, 433353 & 444276)**. Refer to **Figure 5**.

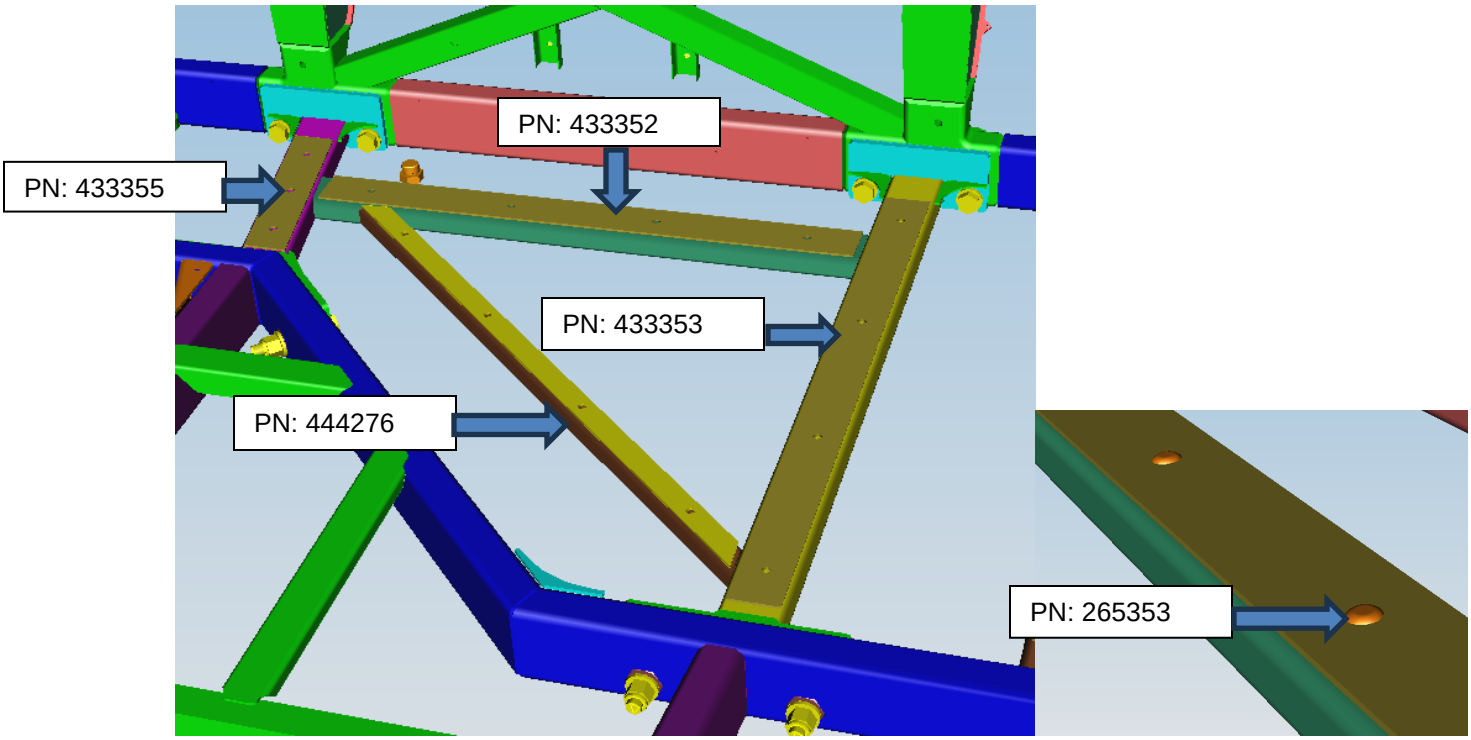


FIGURE 5: SHOWN NEOPRENE STRIPS AND FASTENER TO ATTACH TO TOP OF K-MEMBER

10. Clean the mounting surface, nut and washer surface on the chassis using a grinder and a 7.0” diameter or larger, 60 grit and sanding disk. See **Figure 6, 7, 8, 9 and 10**. Make sure there are no raised welds on the mounting surface of the chassis. If there are raised welds, grind them flat before installing the K-Member.

FIGURE 6: Grinder with Sanding Disk

Figure 7: Cleaned Bolt and Washer Location on K-Member

Figure 8 & 9: Cleaned Mounting Plate Edges and surface on the Chassis Surface of K-Member

Figure 10: Cleaned Bolt and Washer Seat on the Chassis

11. Clean the four threaded rear mounting holes in the chassis. Use Loctite 20162 ODC-Free Cleaner & Degreaser **(NF PN 6405975) or equivalent,** and a brush that will fit in the holes to clean them. Dry the holes with compressed air making sure the holes are completely clean and dry.
12. Lift the new K-Member into place in the coach. Use the jack stands to support the K-Member. This step will require two people.
13. Install the new hardware according to the defined bolt torque sequence in ***Appendix A & B***. For the front hardware use four 0.75” x 4.25” bolts **(NF PN 10B12068)**, eight 0.75” washers **(NF PN 20W12000)** and four 0.75” lock nuts **(NF PN 40N12000)**. For the rear hardware use four 0.75” x 1.75” bolts **(NF PN 10B12028)** and four 0.75” washers **(NF PN 20W12000)**. If shims required, install new shims **(PN: 520803)** – F-SST with no coating. See **Figure 11**.

☞ **NOTE: When installing the hardware be sure to follow the bolt torque sequence outlined in Appendix A & B as this sequence is very important to achieving the proper alignment of the K-Member on the coach.**

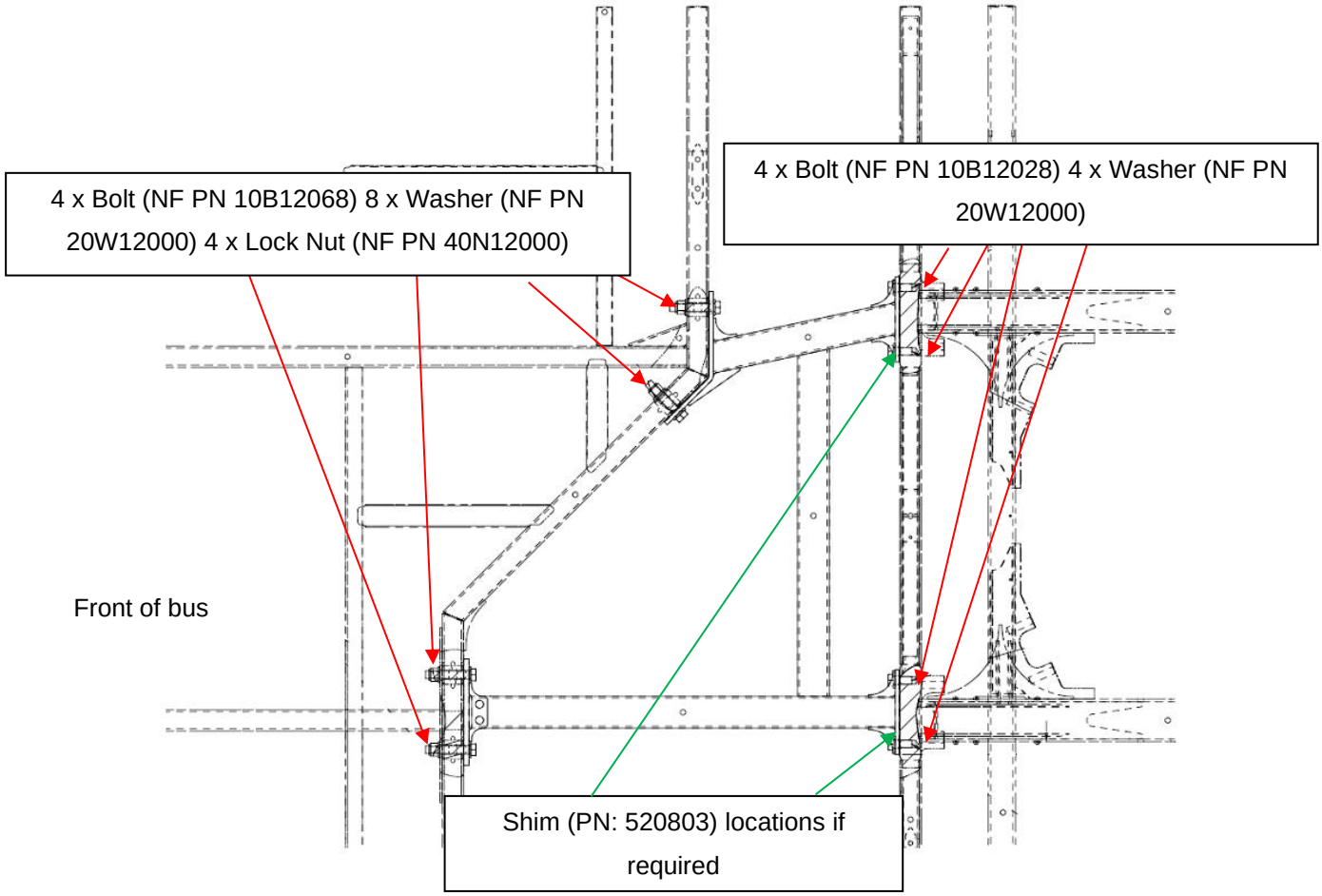
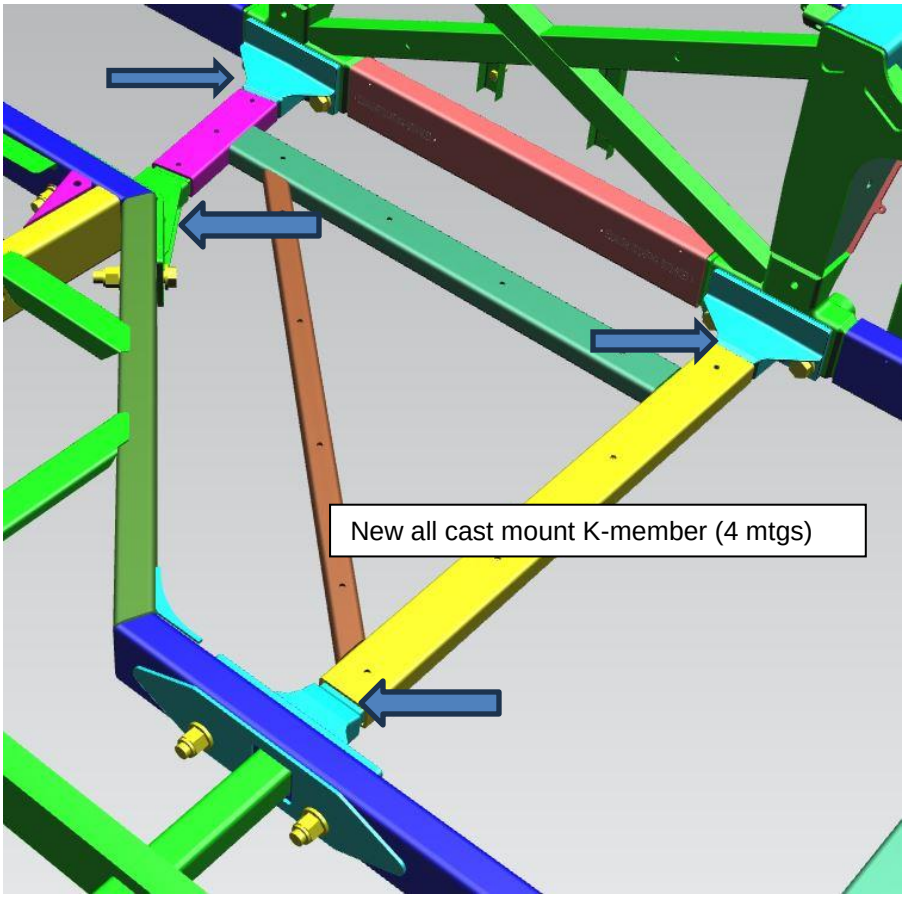
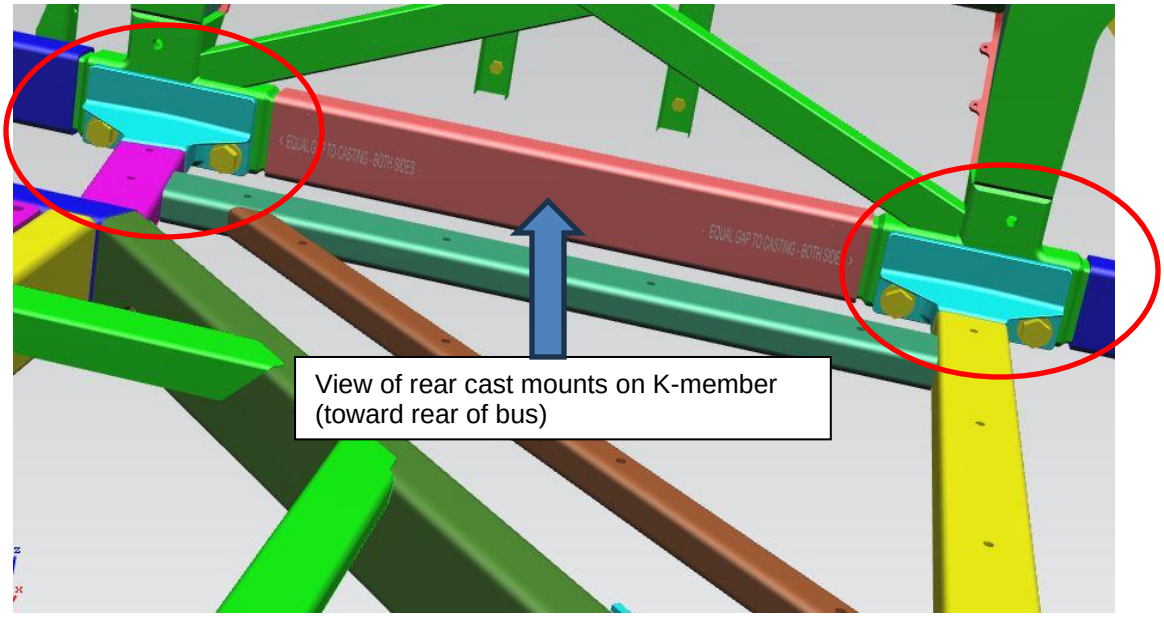


FIGURE 11: HARDWARE LOCATION

14. After new hardware and new K-Member have been installed, re-apply the zinc primer around the perimeter of the four mounting plate locations. See ***Appendix C*** for mixing procedure.
15. Once the zinc primer has fully dried, apply Sika Activator **(NF PN 055702)** around the entire perimeter of the four K-Member mounting plates. Let the Sika Activator flash off for five minutes and then seal the entire perimeter of the four K-Member mounting plates with Sika sealant **(NF PN 055701)** to seal out moisture and debris. You will need to use a ten-inch piece of 0.50” airline and attach it to the end of the Sika tube to make an extension to apply the Sika to the top of the mounting plate locations. See **Figure 12**.


New all cast mount K-member (4 mtgs)


View of rear cast mounts on K-member
(toward rear of bus)

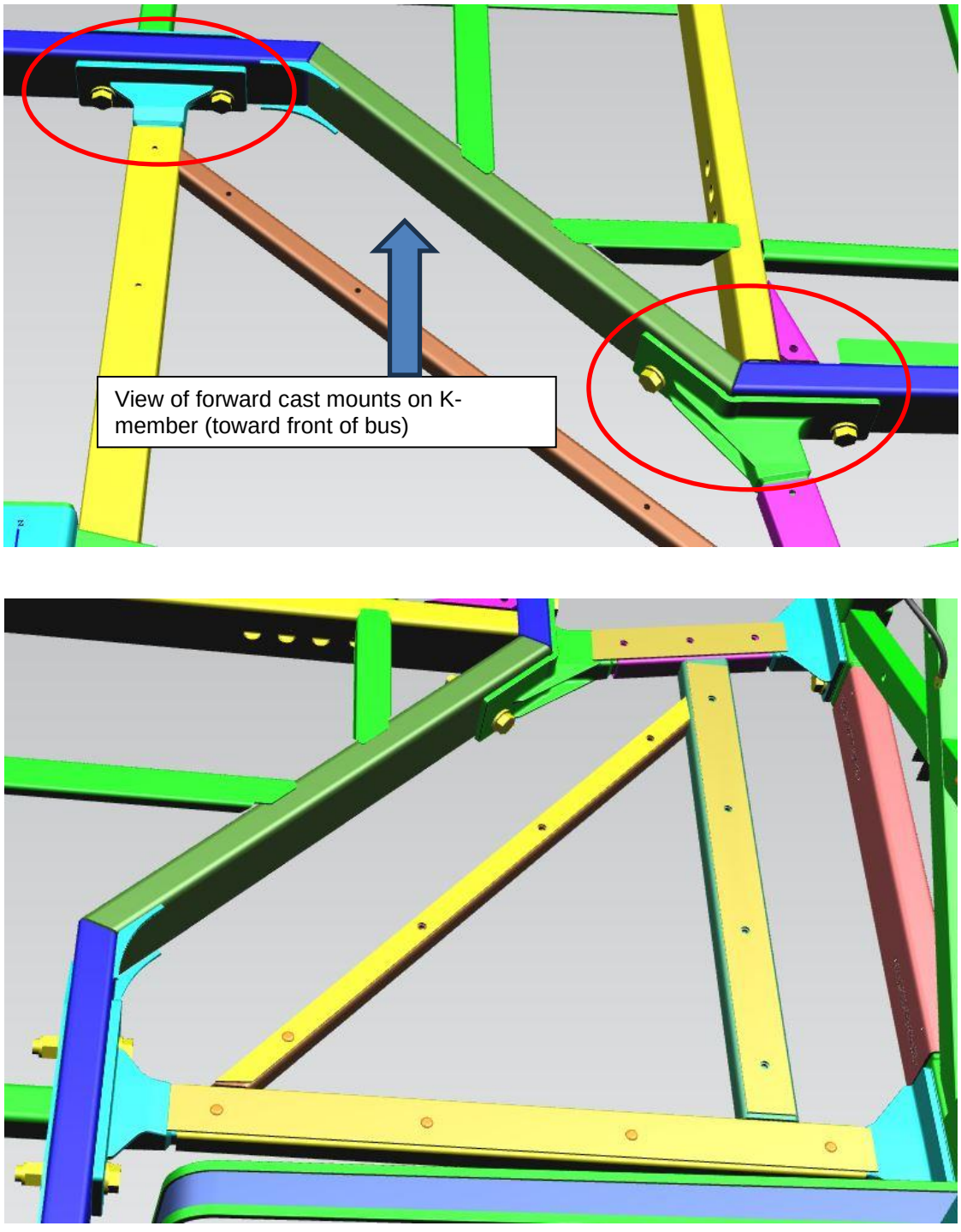
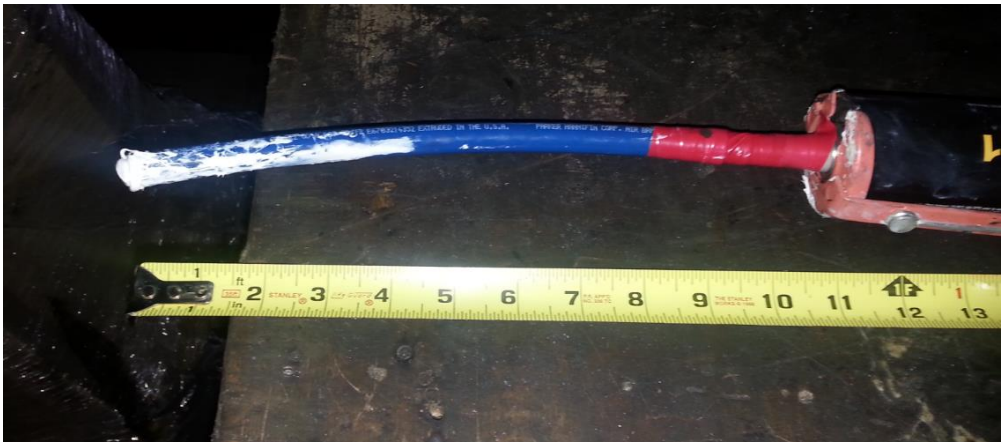
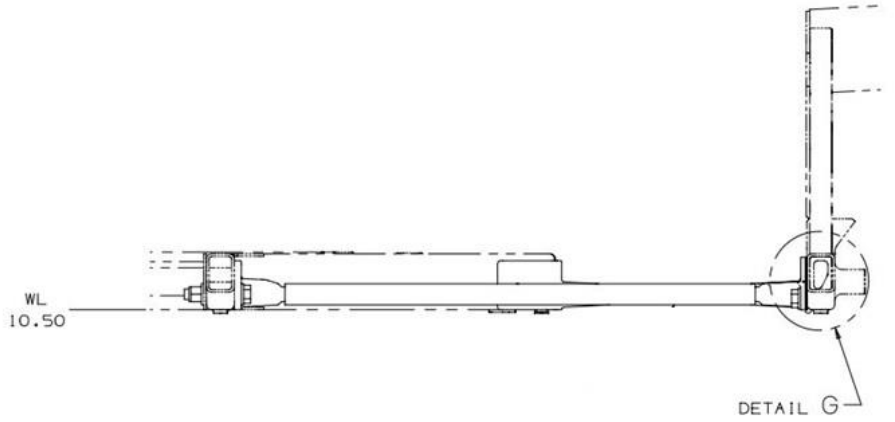


FIGURE 12: VIEWS OF NEW ALL CAST MTG K-MEMBER

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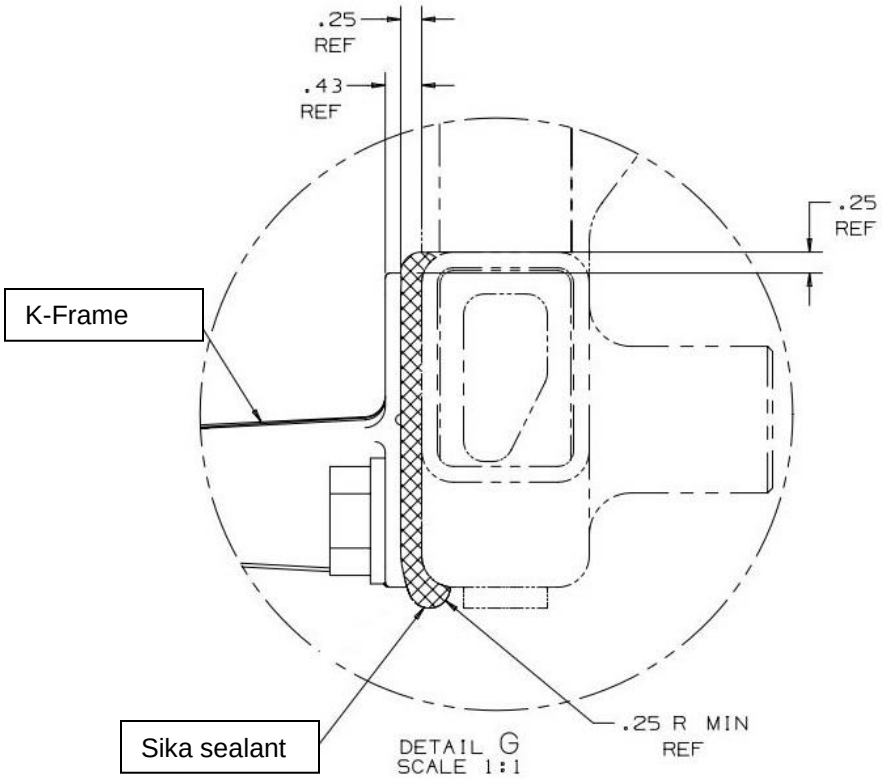
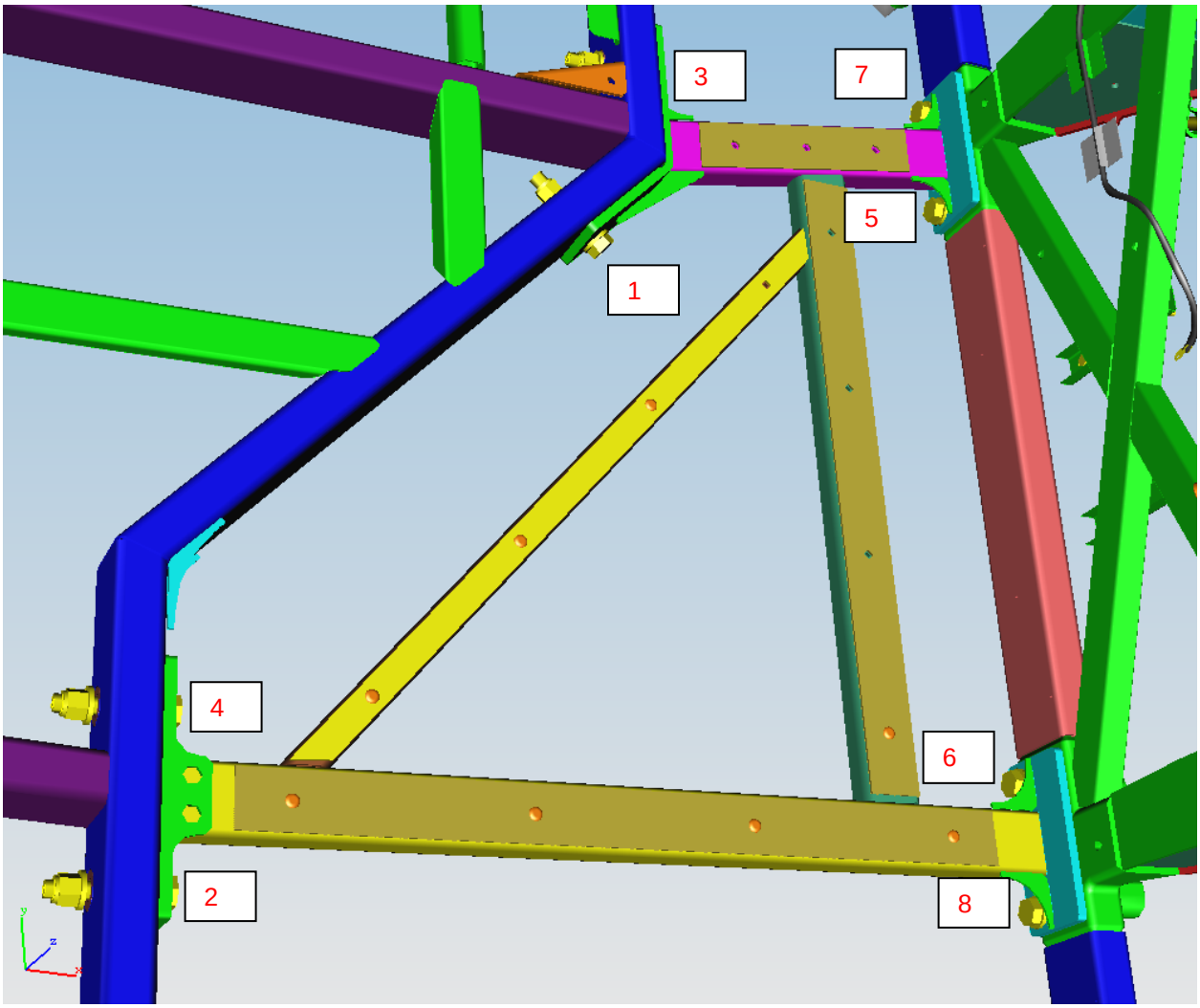


FIGURE 13: SIKA TUBE EXTENSION

16. Once the Sika has been applied, apply undercoating over the zinc primer and Sika sealant (apply a minimum 2 light coats). Make sure to fully cover all areas without undercoating on them. See ***Appendix D*** for undercoating application procedure.
17. Once the undercoating has cured, apply witness marks to the eight bolt heads and four nuts.
18. Remove all tools and debris from work area to return coach to service.
19. Lower coach in accordance with the New Flyer Service Manual.
20. Turn the main battery disconnect switch to the “ON” position.

Appendix A

Torque Sequence Procedure



Appendix B

TORQUE PROCEDURE

FOR FUEL TANK STRUCTURE REINSTALLATION

Note: A spreader (air-hydraulic) maybe required to remove and re-install K-member.

1. Insert the (x4) front through bolts into locations 1, 2, 3 and 4 and hand tighten the nuts on.
2. Tap the K-member in location 8 over to the curb side of the coach as far as it will go with a rubber mallet ***(Note: To align the angle on the structure to the angle on the K-member).***
3. Using only the torque wrench, torque bolt 3 to **380 FT/LBS**.
4. Hand tighten bolts (so bolts are snug against K-member) into the chassis in locations 5, 6, 7 and 8.

☞ **NOTE: Once a bolt is torque to 380 FT/LBS, it cannot be reused. If the bolt is removed, it needs to be replaced.**

5. Using only the torque wrench, torque the front hardware at the bolt head to **380 FT/LBS** dry in sequence. Start with bolt location 1, then location 2, then location 4.
6. After bolts 1 – 4 are torqued, bolts (5 – 8) need to be loosened to see if there is a gap.
7. Use shim (PN: 520803) if required to minimize gap between K-member and structure. Total Qty = 2; maximum per location.

   Rules:

   - Where gaps are 0.030” to 0.060” or 0.090” to 0.120”, tech should spread the chassis until the shim fits. NF will not tolerate a larger gap than 0.030”.
   - Where a face is not uniform, determine the action by the largest gap.

   Examples – Maximum Gaps:

   Note: Variation in gap size; top to bottom on the K-member flanges of 0.020” is possible in the gap. Therefore, use the maximum gap to determine the appropriate shim thickness required

   - 0.000 – 0.030” gap = no shim required
   - 0.031 – 0.090” gap = 1 x 0.06” shim required, spreading of chassis maybe required.
   - 0.091 – 0.150” gap = 2 x 0.06” shims required, spreading of chassis maybe required.
   - 0.151 – 0.210” gap = 3 x 0.06” shims required – “**DO NOT USE 3 SHIMS”**

   Contact NF service/engineering if gaps require 3 shims.

   Install shims (as required) and hand tighten bolts (5 – 8).
8. Set the torque wrench to the **370-390 FT/LBS** dry in sequence marked 1 thru 8**.** Using the crow foot adaptor tool (NF PN 353762) and torque wrench combination, torque bolt 5. Make sure the adaptor tool and the torque

wrench are in as straight of a line as possible. (Using the combination of the crow foot adaptor and the torque wrench at the **330 FT/LBS** setting will achieve the desired torque of **380 FT/LBS** on this bolt.) (This adaptor tool is required to gain access to the bolt head)

☞ **NOTE: The overall length of the torque wrench and adaptor tool combination is important. The torque setting on the torque wrench will change if the overall length of the tool combination changes. The torque setting value of 330FT/LBS in step 8 has been calculated using the crow foot adaptor tool and a ¾" drive, 600 FT/LBS maximum torque wrench, with a combined overall length of 45". If the overall length of the tool combination you are using is not 45", please consult your New Flyer Service Representative.**

9. Using only the torque wrench, torque the hardware at the bolt head to ***380 Ft/LBS*** in sequence. Start with bolt location 6, then location 7, then location 8.

Appendix C

Axalta Zinc Primer

NF PN: 606945 & 638699

General Industrial

Technical Data Sheet

GANICIN™ 2.8 MC-U™ MOISTURE-CURED ZINC-RICH PRIMER

Ganicin™ 2.8 MC-U Moisture-Cured Zinc-Rich Polyurethane Primer

GENERAL

DESCRIPTION

A high solids, two-component, 2.8 lbs/gal VOC conforming, moisture-cured organic zinc-rich coating based on Axalta polyurethane technology. The resulting coating is designed to be highly durable and to deliver outstanding corrosion resistance.

SUGGESTED USES

As a high performance primer on carbon steel or as a touch-up for inorganic zinc coatings where:

- A coating with 85% zinc in the dried film with low VOC is required
- Spray application, or by brush when touch-ups may be necessary
- Application is recommended down to 35°F (2°C)
- No induction time and long pot life may improve productivity

Ganicin 2.8 MC-U is intended to be used as a primer and should be topcoated.

COMPATIBILITY WITH OTHER COATINGS

Ganicin 2.8 MC-U Moisture-Cured Zinc-Rich Primer may be topcoated with Corlar® epoxies and/or Imron® polyurethane Primers. Do not apply Imron polyurethane topcoats, directly to Ganicin 2.8 MC-U. Ganicin 2.8 MC-U may also be used to touch up inorganic and organic zinc-rich coatings. Testing for lifting, bubbling and adhesion is recommended to assure compatibility with unknown coatings. Contact your Axalta representative for specific recommendations.

NOT RECOMMENDED FOR

- Immersion service
- Exposure to acid or alkali environments without suitable topcoats

PERFORMANCE PROPERTIES

Chemical Excellent
Humidity Excellent
Water spray Excellent
Weather Excellent with durable topcoat
(will chalk if left untopcoated)

COLOR

Grey green
The products referenced herein may not be sold in your market. Please consult your distributor for product availability.

MIXING

COMPONENTS

63P1500 primer base 1 short fill gallon container (0.46 gallon)
347YB1500™ zinc dust 1 gallon container (13.4 lbs.)

MIX RATIO

Component Part by Volume
63P1500 primer base 1 container short fill (0.46 gallon)
347YB1500 zinc dust 1 container (13.4 lbs.)
NOTE: Mixed amount will makes 0.70 gallon.

ACTIVATION

Thoroughly stir 63P1500 primer, then slowly add 347YB1500 zinc dust with consistent agitation. After mixing, filter through a 40 mesh screen. Filter into an agitated spray pot. Constant agitation during application is recommended to prevent settling of zinc dust. Minimize contact with humid air.

Reduction

No reduction should be necessary. However, if conditions require thinning, Axalta 8685S™ may be used up to 5 oz./gal. To remain @ 2.8 lbs/gal VOC, use no more than 2 oz/gal.

APPLICATION THINNERS

Spray or brush: Axalta 8685S up to 2 oz./gal. may be added and still remain conforming at 2.8 lbs/gal VOC. Amounts up to 5 oz./gal. Max can be used if required for various application conditions. Use no alcohol-containing thinners.

POT LIFE

At least 8 hours if moisture is excluded, shorter in high humidity and temperature.

APPLICATION

SURFACE PREPARATION

An SSPC-SP 6 Commercial Blast Cleaning is preferred for optimal performance. For touchup over inorganic zinc, Hand Tool Clean to an SSPC-SP 2 or Power Tool Clean to an SSPC-SP 3 can be used. Note: You can prep surface by using 100 – 150 grit sand paper.

APPLICATION CONDITIONS

Do not apply if material, substrate or ambient temperature is below 35°F (2°C) or above 110°F (43°C). The substrate must be at least 5°F (3°C) above the dew point. Relative humidity should be below 90%.
For best results, apply by spray. Product can be brushed for small spot applications or repairs. Note that in high humidity, the coating will gradually accumulate on the brush.

BRUSH APPLICATION

Manufacturer: Wooster China Bristle - 3”- 4” brush

SPRAY APPLICATION

Manufacturers listed below are a guide. Others may be used. Changes in tip size or pressure may be required to achieve proper application.

Conventional Spray
Binks DeVilbiss
Spray Gun: 2001 JGA
Fluid Nozzle: 67SS FF (1.4)
Air Cap: 67PR 704

HVLP Spray
Binks DeVilbiss
Spray Gun: Mach 1 GTi

Fluid Nozzle: 94 (1.4) 1.4
Air Cap: 94P 2000
Airless Spray
Pump: Graco Extreme 33:1
Airless Gun: Graco 946853
Fluid Hose: 3/8" x 100' max.
Tips: 415-517RAC
Minimum pressure to avoid fingering: 2400 psi min.

General Industrial

Technical Data Sheet

GANICIN™ 2.8 MC-U™ MOISTURE-CURED ZINC-RICH PRIMER

Application Notes

· Must be agitated during application.

· For conventional air spray, fluid lines should be 0.5” inner diameter and 25-50’ long maximum.

· For best results, keep pressure pot at the same height as the work.

· Apply a full, wet coat. Try not to exceed specified film build thickness.

CLEAN UP THINNERS

Axalta 8685S

DRY TIMES

Cure time at recommended thickness 3 mils DTF @ 50% RH
77°F (25°C)
To touch 30 minutes
Re-coat 2 hours
Handle 3-4 hours
Note: May be overcoated with itself up to 3 days (72 hours) after initial application.

PHYSICAL PROPERTIES

Maximum Service Temperature 250°F (121°C) in continuous service
350°F (177°C) in intermittent service
Volume Solids 62% ± 2%
Weight Solids 89% ± 2%
Theoretical Coverage Per Gallon 994 ft² (24.4 m²/L) @ 1 mil DFT
330 ft² (8.1 m²/L) @ 3 mils DFT
Material losses during mixing and application will vary and must be taken into consideration when estimating job requirements.
Weight Per Gallon 24.8 lb average | 11.2 kg. average
Shipping Weight (approximate) 1 gallon container: liquid 3.8 lbs | zinc 13.4 lbs
Suggested Film Thickness 5 mils (125 µm) wet
3 mils (75 µm) dry
Application by brush and roller may require additional coats to achieve recommended films thickness.
Flash Point: (Tag Closed Cup) 100°F (38°C)
Gloss Flat
Package Size 1 container
Shelf Life 1 year minimum

STORAGE CONDITIONS

Store in a dry, well-ventilated area. Storage conditions should be between -30°F (-34°C) and 120°F (48°C).
Moisture-cured zinc-rich primer liquid may settle. Agitate before each use. To prevent pressure build-up after mixing, do not store in sealed containers.

VOC REGULATIONS

VOC (Theoretical, varies with color).
Moisture cured zinc-rich primer; unreduced 2.76 lbs/gal (332 g/l)
These directions refer to the use of products which may be restricted or require special mixing instructions in VOC regulated areas. Follow mixing usage and recommendations in the VOC Compliant Products Chart for your area.

General Industrial

Technical Data Sheet

GANICIN™ 2.8 MC-U™ MOISTURE-CURED ZINC-RICH PRIMER

ASTM INFORMATION

Physical properties are for Ganicin 2.8 MC-U Moisture-Cured Zinc-Rich Primer. For other system results, contact Axalta Coating Systems.
Paint System: Ganicin 2.8 MC-U
Type | Color: Moisture-cure organic zinc-rich |Gray green
DFT: 2.8 mils
Salt Fog (ASTM B117) 1000 hours no rusting, no blisters
2000 hours no rusting, no blisters
3000 hours no rusting, few #8 blisters at the scribe, no undercutting at the scribe
Relative Humidity (ASTM D2247) 1000 hours no rusting, no blisters
2000 hours no rusting, no blisters
3000 hours no rusting, no blisters
Dry Heat (ASTM D2485) 250°F for 24 hours no cracking, no blisters, moderate loss of adhesion, no discoloration
Electrical Resistance: $1x10_{10}$ (OHMS)
Adhesion (ASTM D4541): 2406 psi cohesive failure within the coating
Cleveland Cond (ASTM D4585): 1000 hours no rusting, no blisters
UV Con (ASTM D4587)* 3000 hours Gloss before exposure: 2
Gloss after exposure: 0.9
Evaluation no rusting, no blisters, no delamination
Mandrel Bend (ASTM D522): % Elongation – 5-10% (on smooth eCoat)
Taber Abrasion (ASTM D4060): weight loss in grams - 0.14
*8 hr UV @ 122°F (50°C), 4 hr condensation @ 104°F (40°C), gloss readings @ 60°

SAFETY AND HANDLING

For industrial use only by professional, trained painters. Not for sale to or use by the general public. Before using, read and follow all label and MSDS precautions. If mixed with other components, mixture will have hazards of all components.
Ready to use paint materials containing isocyanates can cause irritation of the respiratory organs and hypersensitive reactions. Asthma sufferers, those with allergies and anyone with a history of respiratory complaints must not be asked to work with products containing isocyanates.
Do not sand, flame cut, braze or weld dry coating without a NIOSH approved air purifying respirator with particulate filters or appropriate ventilation, and gloves.

All technical advice, recommendations and services are rendered by the Seller gratis. They are based on technical data which the Seller believes to be reliable, and are intended for professional use by persons having skill and know-how at their own discretion and risk. Seller assumes no responsibility for results obtained or damages incurred from their use by Buyer in whole or in part. Such recommendations, technical advice or services are not to be taken as a license to operate under or intended to suggest infringement of any existing patent.

Revised: June 2015

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Appendix D

Undercoating

NF PN: 606947

Transportation

Technical Data Sheet

TUFCOTE™ UC-1000™

Tufcote™ UC-1000™
Waterborne Chip Resistant Undercoat

GENERAL

DESCRIPTION

A single-component, waterborne, zero VOC, semi-firm coating designed to deliver premium performance to resist chipping, scratches and gravel marks for use on the underbody of truck, trailer, bus, body builder and other transit vehicles. It is formulated to provide excellent adhesion, hardness and may be applied at film thickness up to 15 mils. It is available in three factory packaged colors: black, off-white, and grey.

SUGGESTED USES

· Recommended for use on underbody of truck, trailer, bus, body builder and other transit vehicles where premium quality attributes for corrosion prevention and chip resistance are desired.

· Formulated to provide excellent adhesion, hardness and durability to most substrates including primers, e-coat and oily steel.

COMPATIBILITY WITH OTHER COATINGS

· Compatible with most urethane, acrylic or alkyd resin formulated transportation quality topcoats

COLOR

UC-1001™ Black
UC-1003™ Grey
UC-1006™ White

MIXING

COMPONENT

Tufcote UC-1000 Waterborne Chip Resistant Undercoat

MIX RATIO

Mixing or thinning not required. Mild agitation is recommended prior to use.

ADDITIVES

None recommended.

DO NOT THIN. Incorrect thinning will affect film build, dry time and product performance.

APPLICATION

SURFACE PREPARATION

The maximum performance of Tufcote UC-1000 can be achieved only when the metal surfaces to be protected are clean, dry, and free of rust, oil, and mill scale.

APPLICATION CONDITIONS

Do not apply if material, substrate or ambient temperature is less than 50°F (10°C) or above 95°F (35°C) at the time of product application.

APPLICATION EQUIPMENT

Airless spray
Dip

Transportation

Technical Data Sheet

TUFCOTE™ UC-1000™

APPLICATION

· Tufcote UC-1000 is formulated to be used as supplied.

· Ensure uniform consistency prior to use. Continued stirring is generally not required.

· If the product thickens due to cold storage or loss of water and coalescing solvent during use, contact an Axalta representative.

· DO NOT THIN. Incorrect thinning will affect film build, dry time and product performance.

· Recommended ambient and product temperature should be 50 - 95ºF (10 - 35ºC) at time of application.

· Product can be airless spray or dip applied.

RE-COAT

· Tufcote UC-1000 may be recoated with most urethane, acrylic or alkyd resin formulated transportation topcoats.

REMOVAL

The dry film is not normally intended for removal. The product can be repainted after the film is cured. Citrus or alkaline cleaner will remove fresh residue accumulated on application equipment. If removability is a factor, contact an Axalta representative.

CLEAN UP SOLVENTS

Citrus or alkaline cleaner

DRY TIMES

Approximate Dry Time At Recommended Thickness @ 77°F (25°C)
Air dry 30 – 60 minutes
Cure Time 72 hours

· Adequate ventilation is required for cure and to ensure against formation of a combustible liquid atmosphere.

· THE PARTIALLY CURED FILM SHOULD NOT BE EXPOSED TO IGNITION SOURCES SUCH AS FLARES, FLAMES, SPARKS, EXCESSIVE HEAT, OR TORCHES.

· Refer to product Material Safety Data Sheet for additional handling and first aid information.

PHYSICAL PROPERTIES

	UC-1001	UC-1003	UC-1006
	Black	Grey	White
Density, Weight/Gallon @ 77ºF (25ºC)	10.5 ± 0.1 lbs	10.9 ± 0.1 lbs	10.9 ± 0.1 lbs
Recommended Dry Film Thickness over Metal Profile	10 - 15 mils	10 - 15 mils	10–15 mils
Dry Film Thickness Over Primed Steel	6 – 8 mils	6 – 8 mils	6 – 8 mils
Theoretical Coverage @ Rec. DFT	48-73 ft²/gallon	75-95 ft²/gallon	80 ft²/gal
Non-Volatile % by Weight	55 ± 2	56 ± 2	54 ± 2
Non-Volatile % by Volume	45 ± 2	42 ± 2	50 ± 2
Gloss	Matte		
Shelf Life	12 months minimum		

Gravelometer, -20°C, SAE J-400, Pass, Excellent Rating
GM-998-4247, GM9508P No Adhesion Loss

Transportation

Technical Data Sheet

TUFCOTE™ UC-1000™

STORAGE CONDITIONS

Store in a dry, well-ventilated area. Storage conditions should be between 50°F (10°C) and 95°F (35°C). Mild agitation is recommended prior to use.
Do not allow product to freeze.

ASTM INFORMATION

5% Salt Spray (Hours) at 15 mils DFT
ASTM B-117 @ 6 to 10 Recommended DFT 2000
(2x4x1/8 in. CRS Panels)
100% Relative Humidity (Hours)
ASTM D-1748 @ Recommended DFT 1000
(2x4x1/8 in. CRS Panels)

VOC REGULATIONS

Volatile Organic Content (VOC) 0 lbs. / gallon

SAFETY AND HANDLING

For industrial use only by professional, trained painters. Not for sale to or use by the general public. Before using, read and follow all label and MSDS precautions. If mixed with other components, mixture will have hazards of all components.
Ready to use paint materials containing isocyanates can cause irritation of the respiratory organs and hypersensitive reactions. Asthma sufferers, those with allergies and anyone with a history of respiratory complaints must not be asked to work with products containing isocyanates.
Do not sand, flame cut, braze or weld dry coating without a NIOSH approved air purifying respirator with particulate filters or appropriate ventilation, and gloves.

All technical advice, recommendations and services are rendered by the Seller gratis. They are based on technical data which the Seller believes to be reliable, and are intended for professional use by persons having skill and know-how at their own discretion and risk. Seller assumes no responsibility for results obtained or damages incurred from their use by Buyer in whole or in part. Such recommendations, technical advice or services are not to be taken as a license to operate under or intended to suggest infringement of any existing patent.

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LABOUR ESTIMATE				
	Operation	Number of Technician(s)	Hours	Labor Time T X HR
1	Remove K-member from bus & clean mounting surface.	1	1.5	1.5
2	Re-install new cast K-member on bus.	1	2.5	2.5

Total Time: 4 Hours

PARTS REQUIRED					
Item	Part Number	Description	Qty. per Coach	Units	Notes
1	1106201	ASSY-FUEL TANK STRUCTURE WELDED	1	EA	
2	10B12068	BOLT HEX 3/4" 10 UNC X 4 1/4" LG	4	EA	
3	20W12000	WASHER FLAT HARDENED 3/4"	12	EA	
4	40N12000	NUT LOCK NYLON 3/4" 10 UNC	4	EA	
5	10B12028	BOLT HEX 3/4" 10 UNC X 1 3/4" LG	4	EA	
6	520803	SHIM-FUEL TANK SUPPORT (0.060”)	8	EA	As required
7	055701	(OBS) SIKA 221 WHITE	2	EA	
8	433352	STRIP-NEOPRENE	1	EA	
9	433353	STRIP-NEOPRENE	1	EA	
10	6405975	LOCTITE CLEANER/DEGREASER BIODEGRADABLE (or equivalent)	0.1	EA	Source Locally
11	444276	STRIP-NEOPRENE	1	EA	
12	606945	PRIMER-ZINC RESIN POLYURETHANE	0.01	GA	
13	638699	PRIMER-ZINC POWDER GREY/GREEN	0.02	GA	
14	606947	UNDERCOATING	0.1	GA	
15	265353	CLIP-PUSH IN PINE TREE	15	EA	
16	433355	STRIP-NEOPRENE	1	EA	